



KATHLEEN CONNELL

Controller of the State of California

July 5, 2000

**To the Citizens, Governor, and Members
of the Legislature of the State of California:**

I am pleased to submit the twentieth edition of the *Transit Operators and Non-Transit Claimants Annual Report* for the fiscal year ended June 30, 1999. This report offers taxpayers and public officials useful information for comparing how public transportation services are funded in California.

The Transportation Development Act of 1971 provides that a portion of the sales tax collected in each county be returned to local entities for public transportation purposes. These funds are allocated by regional transportation planning agencies for services ranging from bus and rail transit to bike paths and street repairs. The data presented in this report indicate how the funds were allocated to operate these systems for the 1998-99 fiscal year.

Distribution of this information is vital to assuring that our tax dollars are spent wisely and efficiently. The financing of public transportation and related services, like all public services, should be constantly scrutinized for opportunities to achieve improvements and savings.

I would like to thank the officials in local government, transit districts, and the consolidated transportation services agencies who assisted in compiling the data presented in this report.

Sincerely,

A handwritten signature in cursive script, reading "Kathleen Connell".

KATHLEEN CONNELL
California State Controller

Contents

INTRODUCTION

Transportation Development Act.....	iii
Transit Operating Revenues and Capital Additions to Equity.....	v
Transit Operating Expenses	ix
Transit Operating Data by Mode.....	xii
Non-Transit TDA Monies Made Available and Expenditures.....	xiii
Prison Industry Authority Contracts	xv

FINANCIAL SECTION

Table 1. Statement of Revenues and Expenses, Fiscal Year 1998-99.....	1
Table 2. Budgeted Revenues And Expenses, Fiscal Year 1999-00.....	44
Table 3. Compliance Ratio — Public Utilities Code Sections 99268 - 99268.5, Fiscal Year 1998-99.....	86
Table 4. Operating Data, Fiscal Year 1998-99.....	94
Table 5. Summary of Monies Made Available, Expenditures, Balance-Obligated or Committed, and Restricted Balances for Non-Transit Transportation Development Act Purposes, Fiscal Year Ended June 30, 1999.....	144
Table 6. Analysis of Restricted Balances as of June 30, 1999, Classified by Source and Depositories in Which Held, Non-Transit Transportation Development Act Monies.....	150
Table 7. Detailed Statement of Monies Made Available for Non-Transit Transportation Development Act Purposes for the Fiscal Year Ended June 30, 1999	156
Table 8. Statement of Expenditures for Non-Transit Transportation Development Act Purposes and Recapitulation by Source From Which Expended, Fiscal Year Ended June 30, 1999	162
Table 9. Detailed Statement of Undistributed Engineering and Administration, Construction and Maintenance Expenditures, Fiscal Year Ended June 30, 1999	240
Table 10. Schedule of Contracts with the Prison Industry Authority, Fiscal Year 1998-99	318

SUPPLEMENTAL INFORMATION

State Controller's Office Publications List	321
Acknowledgements	322

Introduction

Transportation Development Act

The Mills Alquist Deddeh Act (Senate Bill 325, Chapter 1400, Statutes of 1971) was enacted by the California Legislature with the stated intent to “improve existing public transportation services and encourage regional transportation coordination.” Known as the Transportation Development Act (TDA) of 1971, this law provides for funding equal to one quarter of one percent of taxable retail sales statewide. Regional transportation planning agencies allocate TDA funds to transit and non-transit claimants for purposes that comply with regional transportation plans.

The tables in this report were prepared by the California State Controller’s Office, Division of Accounting and Reporting, from data contained in reports filed by cities, counties, transit districts, and consolidated transportation service agencies (CTSAs) under provisions of Government Code Section 53891 and Public Utilities Code Sections 99243 and 99406. Cities, counties, transit districts, and CTSAs that receive transit allocations are required by Section 99243 to file a report of revenues and expenses within 90 days (110 days if filing electronically) following the close of the fiscal year. Transit reports were filed by 213 agencies in the 1998-99 fiscal year and 215 agencies in the 1997-98 fiscal year. Cities and counties that receive non-transit street purpose or non-street bikepath allocations, pursuant to Section 99406, are required to file a separate annual report of expenditures for non-transit purposes on or before October 1 following the close of the fiscal year. Non-transit reports were filed by 328 agencies in the 1998-99 fiscal year and 335 agencies in the 1997-98 fiscal year. The fiscal year begins July 1 and ends June 30 for all agencies except the cities of Huntington Beach, Inglewood, Long Beach, and South Lake Tahoe. The fiscal year begins October 1 and ends September 30 for these cities.

The transit operators’ financial data have been certified by the finance officers of the various transit agencies to be in conformity with the Uniform System of Accounts and Records for Public Transit Operators adopted by the California State Controller’s Office, pursuant to Public Utilities Code Section 99243. The non-transit claimants’ data contained in this report also have been certified as to completeness and accuracy by the finance officers of the various reporting agencies.

The counties, cities, special districts, and CTSAs that provide general public or special transit services are required by the California State Controller’s Office’s uniform accounting system to maintain the records and to file the report on a full accrual enterprise basis of accounting. Their reports list all the sources of revenues, purposes of expenses, and capital additions to equity for transit purposes (Tables 1, 2, 3, and 10). The accounting basis for non-transit activities varies by entity. Counties are required by Government Code Section 30200 to report non-transit activities on a modified accrual basis of accounting. Cities, however, do not have a mandated uniform accounting system. Accordingly, city data may be submitted on a cash basis, an accrual basis, or a modification of the two (Tables 5 through 9). Section 6662 of the California Code of Regulations requires agencies to file a TDA audit annually with the California State Controller’s Office.

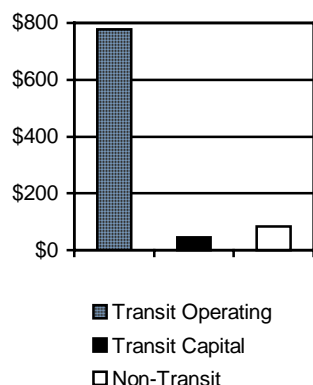
Transit and Non-Transit TDA Revenues

This report, combined with the *Transportation Planning Agencies Annual Report* also published by the California State Controller's Office, provides a comprehensive view of the TDA process. Additional information is provided by the *Transportation Development Act Statutes and California Code of Regulations for 1999*, published by the California State Department of Transportation's Mass Transportation Program.

For the 1998-99 fiscal year, counties, cities, special districts, and CTSAs reported receiving \$906.5 million in TDA funds for transit and non-transit purposes, a 2.5% increase over the 1997-98 fiscal year. These entities also received \$4.9 billion from other federal, state, and local sources. Revenues from all sources totaled \$5.9 billion, and expenses totaled \$3.7 billion.

Figure 1

TDA Revenues
(Amounts in millions)



The TDA authorizes two major funding sources for public transportation and non-transit applications (local streets and roads, pedestrian, and bicycle facilities). Local Transportation Fund (LTF) revenues are derived from one quarter cent of the 7.25 cent retail sales tax collected statewide. State Transit Assistance Fund (STAF) revenues are derived from the statewide sales tax on gasoline and diesel fuel. Figure 1 shows the allocation of TDA revenues for transit operating, capital, and non-transit purposes. Figure 2 shows TDA revenues allocated for transit and non-transit usage for the past five years. In the 1998-99 fiscal year, 90.7% of TDA funds was allocated for transit purposes while 9.3% was allocated for non-transit purposes. From the 1994-95 fiscal year to the 1998-99 fiscal year, TDA funding increased \$109.7 million (15.4%) for transit purposes and \$11.5 million (15.8%) for non-transit purposes. By comparison, ten years ago (1988-89 fiscal year) TDA revenues totaled \$629 million. Fifteen years ago (1983-84 fiscal year) these revenues totaled \$499 million.

Figure 2

Transit and Non-Transit TDA Revenues
(Amounts in thousands)

	1998-99	1997-98	1996-97	1995-96	1994-95
Transit Operating Revenues					
LTF	\$ 698,724	\$ 683,743	\$ 621,625	\$ 592,361	\$ 575,191
STAF	78,750	54,389	64,694	61,312	41,957
Total Transit Operating Revenues	777,474	738,132	686,319	653,673	617,148
Transit Capital Additions to Equity					
LTF	29,409	39,611	67,134	61,753	84,907
STAF	15,325	27,066	14,552	5,345	10,428
Total Transit Capital Additions to Equity	44,734	66,677	81,686	67,098	95,335
Total Transit Operating Revenues and Capital Additions to Equity	822,208	804,809	768,005	720,771	712,483
Non-Transit Revenues					
LTF — Local Streets and Roads	71,230	67,225	71,182	65,601	59,774
LTF — Pedestrian and Bicycle Facilities	13,116	12,211	11,521	10,106	13,043
Total Non-Transit LTF Revenues	84,346	79,436	82,703	75,707	72,817
Total TDA Revenues	\$ 906,554	\$ 884,245	\$ 850,708	\$ 796,478	\$ 785,300

Transit Operating Revenues and Capital Additions to Equity

Figure 3

Operating Revenues (Amounts in millions)

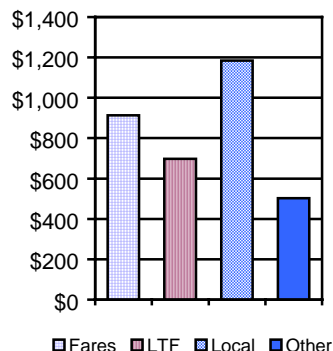
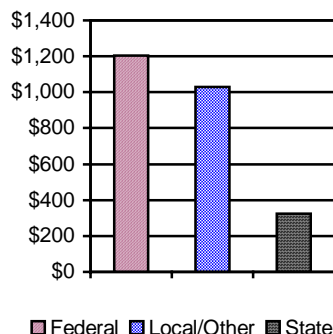


Figure 4

Capital Additions to Equity (Amounts in millions)



Revenues and capital additions to equity for public transportation generated from federal, state, and local sources amounted to \$5.9 billion for the 1998-99 fiscal year. The largest sources of operating revenues were provided by passenger fares (15.5%), LTF (11.9%), local sales tax (8.3%), and transit districts sales tax (6.1%). Capital additions to equity amounted to \$2.6 billion (43.7%). Capital additions to equity are federal, state, and local grants that may be used only for capital acquisitions. Capital acquisitions include trains and buses. Figure 3 shows the proportional composition of operating revenues between fares, LTF, local support, and other revenues. Figure 4 shows the sources of capital additions to equity. Figure 5 shows transit revenues by source for counties, cities, special districts, and CTSA's.

Figure 5

Transit Operating Revenues and Capital Additions to Equity

For the Fiscal Year Ended June 30, 1999

(Amounts in thousands)

	1998-99	Percent of Total	Increase (Decrease) from 1997-98	Percent of Increase (Decrease)
Transit Operating Revenues				
Passenger Fares	\$ 914,187	15.5 %	\$ 37,013	4.2 %
LTF	698,724	11.9	14,981	2.2
Local Sales Tax	484,125	8.3	45,561	10.4
Sales Tax	358,734	6.1	12,132	3.5
General Operating Assistance.....	341,790	5.8	107,857	46.1
Other Revenues	127,217	2.2	18,370	16.9
Property Tax	96,802	1.7	(3,875)	(3.8)
Federal Grants	138,019	2.4	40,743	41.9
STAF	78,750	1.3	24,361	44.8
Other Local Grants	56,449	1.0	12,360	28.0
Other State Grants	6,108	0.1	(7,720)	(55.8)
Total Transit Operating Revenues	3,300,905	56.3	301,783	10.1
Capital Additions to Equity				
Federal Capital	1,204,714	20.6	801,990	199.1 ¹
Local Capital and Non-Governmental Donations	1,028,656	17.6	826,772	409.5 ¹
State Capital	323,885	5.5	145,187	81.2 ¹
Total Capital Additions to Equity	2,557,255	43.7	1,773,949	226.5
Total Transit Operating Revenues and Capital Additions to Equity.....	\$ 5,858,160	100.0 %	\$ 2,075,732	54.9 %

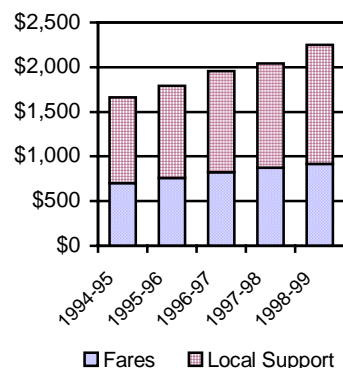
¹ This increase is primarily due to capital project federal, state, and local grants reported by the San Francisco Bay Area Rapid Transit District and the Los Angeles County Metropolitan Transportation Authority in fiscal year 1998-99.

Passenger Fares and Local Support

Figure 6

Passenger Fares and Local Support

(Amounts in millions)



Figures 6 and 7 present passenger fares and local support revenues for the past five fiscal years. These revenues are part of the basis used for determining the various TDA requirements for fare and local support ratios. The operator's and transit service claimant's compliance ratios are detailed in Table 3. Public Utilities Code Sections 99268.2 through 99268.5 specify the fare revenues to operating cost ratios required to be used by each transit system utilizing TDA funds. An operator's required fare ratio can vary depending on the type of service provided, the area in which the service is provided, and other factors.

The totals for fare revenues, local support, and operating costs from Table 1 were used to calculate these ratios. For the 1998-99 fiscal year, total passenger fares amounted to \$914.2 million (15.5%) of the total transit revenues. These fare revenues have increased \$214.4 million (30.6%) since the 1994-95 fiscal year, and \$37 million since the 1997-98 fiscal year. Local support revenues consist of the accounts as defined in Section 6611.3 of the California Code of Regulations and are listed in Figure 7. Local support revenues provided slightly more than \$1.3 billion (22.8%) of the 1998-99 fiscal year total transit revenues. These revenues have increased \$373 million (38.6%) since the 1994-95 fiscal year.

Figure 7

Passenger Fares and Local Support

(Amounts in thousands)

	1998-99	1997-98	1996-97	1995-96	1994-95
Passenger Fares					
Passenger Fares	\$ 891,029	\$ 855,530	\$ 804,243	\$ 745,618	\$ 684,593
Special Transit Fares	22,585	21,071	18,385	16,334	14,783
School Bus Service	573	573	517	541	408
Total Passenger Fares	914,187	877,174	823,145	762,493	699,784
Local Support					
Local Sales Tax	484,125	438,564	436,103	382,277	341,348
Sales Tax	358,734	346,602	322,770	302,692	265,352
General Operating Assistance	341,790	233,933	236,234	212,413	225,727
Property Tax	96,802	100,677	96,652	95,365	95,211
Auxiliary Transportation	46,782	35,671	30,995	26,154	24,701
Local Special Fare Assistance	5,295	6,238	4,336	3,286	2,789
Subsidy — Other Sectors	4,372	2,180	3,392	7,466	9,959
Special District Augmentation Fund	—	—	—	—	—
Total Local Support	1,337,900	1,163,865	1,130,482	1,029,653	965,087
Total Passenger Fares and Local Support	\$ 2,252,087	\$ 2,041,039	\$ 1,953,627	\$ 1,792,146	\$ 1,664,871

Sales Tax and Local Sales Tax

Local support revenues include two categories of sales tax revenues: sales taxes that certain special district transit operators may impose directly, and locally generated taxes allocated to the transit operator by another governmental agency (local sales tax). For example, the Bay Area Rapid Transit District is authorized by statute to impose a sales tax within its boundaries. The Sacramento Regional Transit District is not so authorized but does receive local sales tax from the Sacramento County Transportation Authority. Statewide total operating revenue from these two categories was \$843 million in the 1998-99 fiscal year compared to \$785 million in the 1997-98 fiscal year. Figure 8 lists the agencies that were authorized to levy a sales tax for transportation and transit purposes. Additional information about agencies administering local sales tax may be found in the *Transportation Planning Agencies Annual Report*, also published by the California State Controller's Office (see page 321 for information on ordering publications).

Figure 8
Sales Tax and Local Sales Tax

	Rate	Year Established
SPECIAL DISTRICT TRANSIT OPERATORS		
Bay Area Rapid Transit District	0.5 %	1970
Los Angeles County Metropolitan Transportation Authority	1.0 %	1982
Orange County Transportation Authority	0.5 %	1991
San Mateo County Transit District	0.5 %	1982
Santa Clara County Transit District	0.5 %	1976
Santa Cruz Metropolitan Transit District	0.5 %	1979
OTHER SPECIAL DISTRICTS		
Alameda County Transportation Authority	0.5 %	1987
Contra Costa Transportation Authority	0.5 %	1989
Fresno County Transportation Authority	0.5 %	1987
Imperial County Transportation Authority	0.5 %	1989
Madera County Transportation Authority	0.5 %	1990
Riverside County Transportation Commission	0.5 %	1989
Sacramento County Transportation Authority	0.5 %	1989
Council of San Benito County Governments	0.5 %	1989
San Bernardino County Transportation Authority	0.5 %	1989
San Diego County Regional Transportation Commission	0.5 %	1988
San Francisco County Transportation Authority	0.5 %	1990
San Joaquin County Council of Governments	0.5 %	1991
San Mateo County Transportation Authority	0.5 %	1989
Santa Barbara County Association of Governments	0.5 %	1989
Santa Clara County Traffic Authority	0.5 %	1985

Capital Additions to Equity

Figure 9 details capital additions to equity that are grant revenues received from federal, state, local, and non-governmental sources. Capital grants are restricted by the grantor for the purchase of capital assets and cannot be used for operating purposes. The revenues listed in Figure 9 were used to purchase new or replacement vehicles of all kinds, to construct mass transit facilities, and to acquire other tangible property. Revenues from the Transportation Planning and Development Guideway account and from the State Article XIX Guideway account are used to fund intercity rail and rail-related capital improvements.

Grant revenues, totaling \$2.6 billion, represent 43.7% of the 1998-99 fiscal year total revenues. Federal capital grants received from the Federal Transit Act (FTA) sections listed in Figure 9 amounted to 20.6%; state grants, 5.5%; and local and other grants, 17.6%. In comparison, grant revenues amounted to \$590 million ten years ago (1988-89 fiscal year) and \$438 million 15 years ago (1983-84 fiscal year).

Figure 9
Capital Additions to Equity
(Amounts in thousands)

	1998-99
Federal Capital	
FTA Section 5307 Grant	\$ 841,515 ¹
FTA Section 5309 Grant	273,509 ¹
Federal Other	85,629
FTA Section 5311 Grant	3,296
FTA Section 5310 Grant	765
Total Federal Capital	1,204,714
Local Capital	
Other Local Provisions	995,609 ¹
LTF	29,409
Total Local Capital	1,025,018
State Capital	
General Fund and Other	216,400 ¹
Transportation Planning and Development Guideway	40,479
STAF	15,325
State Article XIX Guideway	51,681 ¹
Total State Capital	323,885
Non-Governmental Donations	3,638
Total Capital Additions to Equity	\$ 2,557,255

¹ San Francisco Bay Area Rapid Transit District and the Los Angeles County Metropolitan Transportation Authority reported an increase in capital project federal, state, and local grants for capital outlay for transit operations in the 1998-99 fiscal year.

Transit Operating Expenses

Figure 10 lists all transit expenses of counties, cities, special districts, and CTSA's for the 1998-99 fiscal year and compares them to the previous fiscal year. Figure 11 represents expenditures by major object class.

Figure 10

Transit Operating Expenses

For the Fiscal Year Ended June 30, 1999

(Amounts in thousands)

	1998-99	Percent of Total	Increase (Decrease) From 1997-98	Percent of Increase (Decrease)
Transit Operating Expenses				
Salaries, Wages, and Benefits	\$ 1,869,588	51.8 %	\$ 162,159	9.5 %
Depreciation and Amortization	539,315	15.0	29,863	5.9
Purchased Transportation	407,333	11.3	30,168	8.0
Services	287,871	8.0	3,310	1.2
Other	246,268	6.8	(3,075)	(1.2)
Materials and Supplies	255,634	7.1	31,931	14.3
Total Transit Operating Expenses	\$ 3,606,009	100.0 %	\$ 254,356	7.6 %

Figure 11

Transit Operating Expenses

For the Fiscal Year Ended June 30, 1999

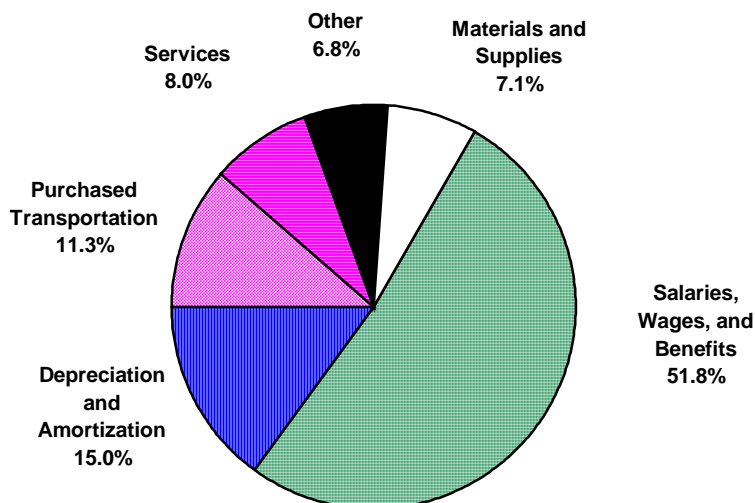


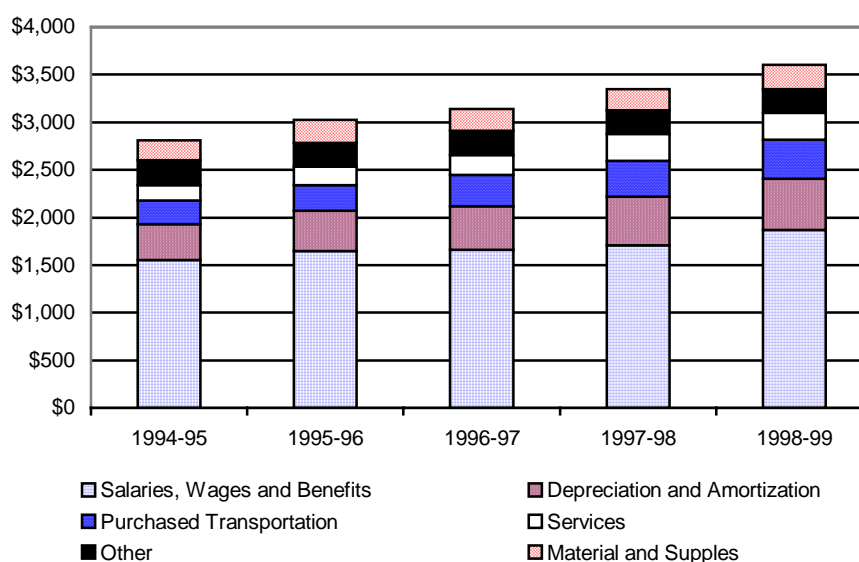
Figure 12 summarizes transit operating expenses for the past five fiscal years. Salaries, wages and benefits, depreciation and amortization, and purchased transportation constitute the greatest proportion of the total expenses incurred by local agencies. Some public agencies purchased transportation services from private transportation providers or from other governmental agencies. Figure 13 shows expenditures by major object class for the past five years.

Figure 12
Transit Operating Expenses
(Amounts in thousands)

	1998-99	1997-98	1996-97	1995-96	1994-95
Transit Operating Expenses					
Salaries, Wages, and Benefits	\$ 1,869,588	\$ 1,707,429	\$ 1,658,704	\$ 1,644,460	\$ 1,554,781
Depreciation and Amortization ¹	539,315	509,452	457,254	428,373	374,494
Purchased Transportation	407,333	377,165	334,388	270,187	247,172
Services	287,871	284,561	204,961	191,265	167,046
Other	246,268	249,343	261,649	252,461	262,108
Materials and Supplies	255,634	223,703	227,211	241,508	205,297
Total Transit Operating Expenses	\$ 3,606,009	\$ 3,351,653	\$ 3,144,167	\$ 3,028,254	\$ 2,810,898

² There is no prescribed method used for depreciating fixed assets under the California State Controller's Office Uniform System of Accounts for Public Transit Operators "5000."

Figure 13
Transit Operating Expenses
(Amounts in millions)



Budgeted Transit Revenues and Expenses

Figure 14 shows the total budgeted revenues and expenses of transit operations for the 1999-00 fiscal year. It should be noted that this budget data represents the initial unadjusted annual budget. One hundred four agencies projected an estimated loss in the 1999-00 fiscal year, while 95 agencies reported an estimated loss in the 1998-99 fiscal year. Seventy agencies reported an estimated loss in both fiscal years. As disclosed on Table 1, 128 out of 213 reporting agencies had an actual net loss in the 1998-99 fiscal year.

Figure 14
Budgeted Transit Revenues and Expenses

For the Fiscal Year Ended June 30, 2000

(Amounts in thousands)

	Budget 1999-00	Percent of Total
Operating Revenues		
Passenger Fares	\$ 960,224	27.6 %
LTF	786,967	22.5
Local Sales Tax	514,008	14.7
Sales Tax	373,571	10.7
General Operating Assistance	297,447	8.5
Other Revenues	220,598	6.3
Property Tax	60,924	1.7
Federal Grants	199,563	5.7
STAF	82,141	2.3
Total Operating Revenues	3,495,443	100.0
Operating Expenses		
Salaries, Wages, and Benefits	1,920,714	55.3
Purchased Transportation	498,697	14.4
Depreciation and Amortization	152,897	4.4
Services	303,872	8.7
Other	251,319	7.2
Materials and Supplies	321,190	9.2
Interest	27,979	0.8
Total Operating Expenses	3,476,668	100.0
Net Transit Operating Income (Loss)	\$ 18,775	—
Capital Additions to Equity		
Federal Capital	\$ 533,082	67.4
Local Capital	190,696	24.1
State Capital	67,492	8.5
Non-Governmental Donations	0	0
Total Capital Additions to Equity	\$ 791,270	100.0 %

Transit Operating Data by Mode

Figure 15 summarizes transit operating data by passengers, vehicle miles, and revenue vehicles for the past five fiscal years. Data for each transit claimant displayed by mode, i.e., the method of transportation used and type of service provided, are found in Table 4. Various modes of transportation are used by the general public. Specialized services are used primarily by the elderly and disabled. Twenty agencies did not report any operating data. Performance measures for passengers, vehicle miles, and transit vehicles are defined in Public Utilities Code Section 99247. Revenue vehicles are vehicles available to operate for revenue-generating services.

More than one billion passengers have been served by California's public transportation systems in each of the past five fiscal years. During the 1998-99 fiscal year, general public transit and specialized transit services carried 1.2 billion passengers. Vehicle miles have increased 12.1% from 1994-95 to 1998-99.

Figure 15

Transit Operating Data by Mode (Amounts in thousands)

	1998-99	1997-98	1996-97	1995-96	1994-95
Passengers					
Motor Bus	926,508	889,258	873,872	846,884	831,730
Rail, Street Car, and Trolley	291,518	286,702	278,633	261,765	250,837
Demand Response and Other	26,484	25,717	26,667	25,328	22,950
Total	1,244,510	1,201,677	1,179,172	1,133,977	1,105,517
Vehicle Miles					
Motor Bus	295,241	282,276	275,803	278,050	279,508
Rail, Street Car, and Trolley	93,939	89,969	82,771	76,324	73,379
Demand Response and Other	54,800	53,274	50,519	49,967	43,081
Total	443,980	425,519	409,093	404,341	395,968
Revenue Vehicles Inventory					
Motor Bus	9	9	8	8	8
Demand Response and Other	3	3	3	2	2
Rail, Street Car, and Trolley	2	2	2	2	2
Total	14	14	13	12	12

Non-Transit TDA Monies Made Available and Expenditures

Figure 16 summarizes non-transit TDA monies made available and expenditures during the 1998-99 fiscal year and lists the fund balance available for non-transit purposes as of June 30, 1999. Non-transit purposes include pedestrian and bicycle facilities and are defined in Public Utilities Code Sections 99234 and 99400(a). Claims may be filed by cities and counties that provide facilities for the exclusive use of pedestrians and bicycles pursuant to Section 99234. Claims for street and road purposes may be filed in accordance with Section 99234(a). Details for individual cities and counties are provided in Tables 5 through 9. Tables 5 and 6 provide a summary of monies made available and an analysis of changes in fund balances. Table 7 provides an analysis of allocations made and interest earned during the fiscal year. Tables 8 and 9 present the detail of expenditures for non-transit TDA purposes and the sources from which funds were expended.

Figure 16

Non-Transit TDA Monies Made Available and Expenditures

For the Fiscal Year Ended June 30, 1999

(Amounts in thousands)

	Cities	Counties	Totals
Non-Transit TDA Monies Made Available			
Allocations received during year	\$ 52,126	\$ 32,220	\$ 84,346
Interest	5,998	110	6,108
Total Non-Transit TDA Monies Made Available	58,124	32,330	90,454
Non-Transit TDA Expenditures			
Engineering and Administration	3,493	4,122	7,615
Construction and Rights-of-Way	28,853	7,031	35,884
Maintenance	23,340	20,992	44,332
Acquisition of Equipment	277	—	277
Aid to Other Governmental Agencies	—	—	—
Planning	30	20	50
Fund Adjustments	(512)	26	(486)
Total Non-Transit TDA Expenditure	55,481	32,191	87,672
Excess of Expenditures Over Monies Made Available	2,643	139	2,782
Beginning Balances, July 1, 1998	62,915	4,852	67,767
Prior Year Adjustments	(962)	—	(962) ¹
Ending Balances, June 30, 1999	\$ 64,596	\$ 4,991	\$ 69,587

¹ The beginning restricted balances for the year are adjusted for non-reporting agencies. The ending balances shown are as reported.

Non-Transit TDA Expenditures by Principal Type

Non-transit TDA expenditures by principal type are summarized in Figure 17. Work may be performed directly by an agency, by agreement with another governmental agency, or by contract. Construction costs incurred through private contracts accounted for 82.8% of all construction expenses. Maintenance work performed by local agencies accounted for 67.8% of all maintenance work, while work performed by private contractors accounted for the remaining 32.2%. Figure 18 represents non-transit expenditures by principal type for the past five fiscal years. See Tables 8 and 9 for more detail regarding expenditures made by individual cities and counties.

Figure 17

Non-Transit TDA Expenditures by Principal Type

For the Fiscal Year Ended June 30, 1999

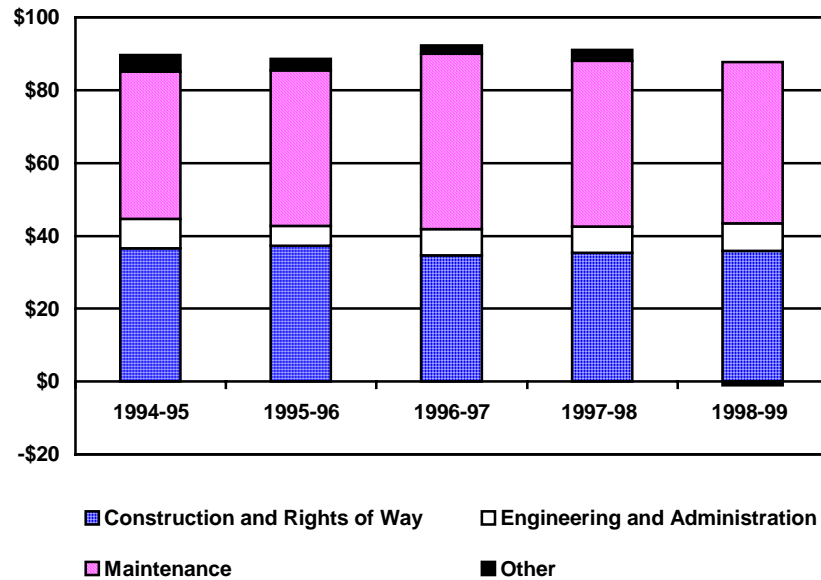
(Amounts in thousands)

	Cities	Counties	Total	Percent of Total
Engineering and Administration	\$ 3,493	\$ 4,122	\$ 7,615	8.7 %
Construction and Rights-of-Way				
New Construction.....	2,251	3,390	5,641	6.4
Reconstruction.....	14,893	1,595	16,488	18.8
Signals, Safety Devices, Street Lighting.....	1,773	4	1,777	2.0
Pedestrian Ways and Bikepaths	8,865	1,898	10,763	12.3
Storm Damage.....	604	—	604	0.7
Storm Drains.....	261	134	395	0.5
Rights-of-Way	206	10	216	0.2
Total Construction and Rights-of-Way	28,853	7,031	35,884	40.9
Maintenance				
Patching.....	2,817	4,043	6,860	7.8
Overlays, Sealing.....	9,465	116	9,581	10.9
Street Lights and Traffic Signals	2,088	—	2,088	2.4
Storm Damage.....	79	—	79	0.1
Other Street and Road Maintenance.....	8,891	16,833	25,724	29.4
Total Maintenance.....	23,340	20,992	44,332	50.6
Other	(205)	46	(159)	(0.2)¹
Total Expenditures	\$ 55,481	\$ 32,191	\$ 87,672	100.0 %

¹ A total of 77 cities reported negative fund balance adjustments for the 1998-99 fiscal year.

Transit Operators That Failed to File

For the fiscal year 1998-99, two transit operators, the County of Tuolumne and the City of Richmond, failed to file financial transactions reports.

Figure 18**Non-Transit Expenditures by Principal Type**
(Amounts in millions)

Prison Industry Authority Contracts

Assembly Bill 1147, Chapter 562, Statutes of 1989, requires each transit operator to annually report to the California State Controller's Office the nature and dollar amount of all contracts for services entered into with the Prison Industry Authority. During the year, one agency reported a total of \$304,000 expended under contract with the Prison Industry Authority. Figure 19 represents Prison Industry Authority contract expenditures for the past five fiscal years. See Table 10 for more details regarding these expenditures.

Figure 19**Prison Industry Authority Contracts**

Fiscal Year	Number of Agencies	Expenditures
1998-99.....	1	\$ 304,000
1997-98.....	1	\$ 199,584
1996-97.....	1	\$ 199,684
1995-96.....	2	\$ 210,475
1994-95.....	1	\$ 225,162

Financial Section

Supplemental Information

State Controller's Office Publication List

Reports published by the California State Controller's Office on local government financial transactions are available from the offices listed below.

Division of Accounting and Reporting

Assessed Valuation Annual Report

Cities Annual Report

Community Redevelopment Agencies Annual Report

Counties Annual Report

Public Retirement Systems Annual Report

School Districts Annual Report

Special Districts Annual Report

Streets and Roads Annual Report

Supplemental Law Enforcement Services Fund Annual Report

Transit Operators and Non-Transit Claimants Annual Report

Transportation Planning Agencies Annual Report

Mail request to: **Division of Accounting and Reporting**
Local Government Reporting Section
P. O. Box 942850
Sacramento, California 94250
Phone: (916) 445-5153

Division of Audits

Annual Financial Report of California K-12 Schools

Mail request to: **Division of Audits**
Education Oversight Branch
P. O. Box 942850
Sacramento, California 94250
Phone: (916) 323-1826

STATE OF CALIFORNIA

Office of the State Controller

Kathleen Connell
State Controller

Executive Office

Walter Barnes
Chief Deputy State Controller, Finance

Division of Accounting and Reporting

William G. Ashby, CPA
Division Chief

Local Government Reporting Section

Nancy E. Valle, CPA
Section Manager

Staff:

Michael Adams	Sashi Lal
Wayne Beck	Greg McComb
Louis Britton	Heather Moreland
Iris Capriola	Betty Moya
Marlette Clark	Perla Nolasco
Anita Dagan	Traci Owens
Alice Fong	Michael Ramirez
Sandy Huang	Marilyn Sanders
Sandy Jang	Barb Williams
Susan Kunitake	

Editor:

Kathy Schmitt